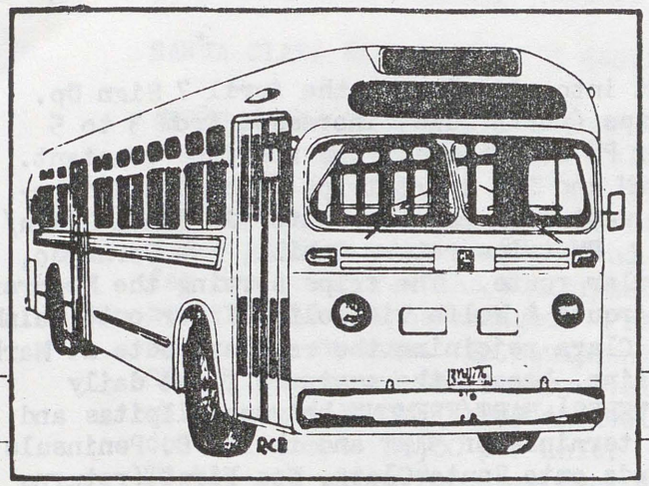


Western Transit

Monthly Publication of The Western Transit Society

VOL. 18 NO. 5 MAY 1980

CORONADO-IMPERIAL BEACH BUS SERVICE

IMPERIAL BEACH: The STRAND STREAKER was scheduled to begin operation on April 28th between Coronado via the Silver Strand and Imperial Beach to the Palm Avenue station on the MTDB San Diego to San Ysidro trolley line. The service is being operated under contract with the cities of Coronado and Imperial Beach (WT 4/80) by Tom Evans, owner of THE BUS THAT GOES IN CIRCLES, INC. who is using five former Denver Flxible buses owned by the METROPOLITAN TRANSIT DEVELOPMENT BOARD. Mike Campbell, formerly of NATIONAL CITY TRANSIT and former WTS General Manager is the Supervisor-Trainer for TBTGIC.

SANTA CLARITA VALLEY COMMUTER SERVICE (SCVCS)

NEWHALL: Financed through funds provided by the County of Los Angeles SCVCS service began on April 7th providing two buses bound for downtown Los Angeles on weekday mornings with two afternoon trips from Los Angeles to the Santa Clarita Valley. Service is operated under contract by ANTELOPE VALLEY BUS, INC. Beginning at Lyons Avenue and San Fernando Road buses run via San Fernando, Antelope Valley Freeway, Golden State Freeway, Paxton St, Arleta Ave, Van Nuys Blvd., Golden State Freeway, Pasadena Freeway, Hill St, Ord St, New High/Spring, 1st, Hope/Flower, 7th and Spring to 9th and Main. Outbound routing is the same except downtown where buses operate north on Main from 9th, 7th, Flower/Hope, 1st, Main, Macy, New High, Ord, Hill and the Pasadena Freeway. On trips from Santa Clarita Valley all passengers must board at stops in the Valley for discharge at either Van Nuys and Arleta or in downtown Los Angeles. In the reverse direction passengers can only board in downtown or at Van Nuys and Arleta for discharge in the Santa Clarita Valley. Basic fare is $1.25 to Van Nuys, $1.60 to Los Angeles; Senior and handicapped 50¢ or 75¢; blind and children under 5 when accompanied by fare paying passenger are free and transfers to RTD are 5¢. Monthly passes are also available.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

SACRAMENTO: Don Dean of CALTRANS' Intercity Bus Branch in Sacramento is planning a four color state map depicting all of the intercity carriers, both privately owned and publicly owned. Local systems within an urban area will be noted by code. CALTRANS' definition of an intercity bus line is, basically, a service between two or more towns over a regular route between fixed termini, open to the public, on a regular schedule with the intermediate territory rural in nature. The maps are to have a wide distribution throughout California.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB Board has approved $50,000 for National City for NATIONAL CITY TRANSIT operations beyond April 15 (WT 3/80) while a thorough study of the service is underway.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: Several route and schedule changes were put into effect with the April 7 Sign Up. EXPRESS 1-WESTGATE-STANFORD INDUSTRIAL PARK had AM trips (northbound) increased from 3 to 5 with bus requirements increased from 2 to 3. The four PM southbound trips remained constant. EXPRESS 2-SANTA TERESA-STANFORD INDUSTRIAL PARK had 2AM and 2PM short trips (1 bus) added between Santa Teresa and San Jose S. P. Depot diverting west from regular route via Santa Clara/The Alameda, Montgomery, Carndall and Cahill to Depot. PM trips return Cahill, San Fernando, Autumn, The Alameda onto Santa Clara to Market to regular route. The trips serving the Memorex and National Semiconductor plants were rerouted from Arques & Wolfe via Wolfe, Kifer onto Walsh, Lafayette, El Camino Real onto The Alameda onto Santa Clara rejoining the regular route at Market EXPRESS 3-SAN JOSE-BART/FREMONT, a new lift equipped line, became the system's first daily express line on a full time basis replacing 66-SANTA TERESA-BART/FREMONT between Milpitas and BART and providing a direct link between the southern terminus of BART and the S. P. Peninsula Commute line. Route is from S. P. Depot via The Alameda onto Santa Clara, No. First (returns No. 2nd), Cal Hwy 17, Cal Hwy 237 onto Serra (Milpitas), Main, Weller, Abel (returns Main between Marilynn and Weller) onto Jacklin, Interstate 680, Mission Blvd (Fremont), Stevenson and Civic Center to BART/Fremont. Makes only six stops enroute and operates 5AM to 1AM weekdays and 800AM to 1000PM on weekends and holidays. Headways are 30 minutely (4 buses) base, 20 minutely (6 buses) peak and hourly (2 buses) after 700PM. 15M-MORGAN HILL LOCAL had its one AM trip to San Martin extended thru to Jackson Oaks. 21-ALUM ROCK had weekend evening operating hours lengthened by two hours (to 844PM) and Sunday/holiday base headway (1044A-544P) reduced from 60 to 30, same as Saturday. 22-EASTRIDGE-MENLO PARK, CT's main trunk line along El Camino Real, became the first to offer all night "Owl" service weekdays only using 3 buses on hourly headway. 24-SAN JOSE-STANFORD (operates weekdays only) had all trips leaving San Jose after 800AM and all trips from Stanford or SP Depot between 619A/136P and 541P/717P rerouted from Fremont/Grant/Foothill Expwy to I-280 between Foothill Blvd and El Monte Ave to serve Foothill College. 26-EASTRIDGE-SUNNYVALE/LOCKHEED was rerouted weekends and weekday evenings to serve the new Sunnyvale Town Center shopping mall by detouring off the regular route at Fair Oaks & Evelyn continuing west on Evelyn, looping and returning to Fair Oaks. Sunday/holiday service is now 30 minutely, same as Saturday. 56-PRUNEYARD-LOCKHEED (operates weekday peak hours only) had service increased from 5 to 6 northbound am/southbound trips with bus requirements increased likewise. 60-LOS GATOS-GREAT AMERICA had its northern terminal loop enlarged while 62-LOS GATOS-PIEDMONT HILLS became lift equipped. 66-SANTA TERESA-MILPITAS had its northern terminus cutback to Milpitas but operates into East Milpitas instead and weekend/holiday trips after 7PM extended to full length, operating hours extended and Sunday headways reduced to half hourly. 68-SAN JOSE-GILROY had weekday peak headways (northbound am/southbound pm) improved from 30 to 15 minutely with bus requirements increased from 7 to 10. 81 SANTA CLARA-EAST SAN JOSE had Sunday/Holiday service improved to Saturday levels with operation of both the Cabrillo/Calabazas and Kaiser Hospital branches. 86-STANFORD UNIV-MAYFIELD MALL had hourly evening service added while the Sunday shuttle between Stanford and the SP Depot on 40 minute headways was replaced by full lengt service on hourly headway. 91-CAMERIAN PARK-SANTA TERESA (Operates weekday off peak only) had service on its eastern end diverted into the Woodfield development on the 4 trips (120 minutely) operating over the large ccw loop which extends fr m the regular Santa Teresa Blvd & Bernal Rd terminal to Santa Teresa Hospital. 10-CT NORTH DIVISION-MAYFIELD MALL SHUTTLE is now listed on public timetables as operating weekends/holidays 30 minutely 930A-630P (vs 800A-630P weekdays) although it has been operating unoffically on weekends for CT relief block drivers for some time. In other news the "new Central Division" in south San Jose north of Tully Rd between 7th and 10th Sts was named Chaboya Station at the ground breaking ceremony on March 26. The name, taken from the family which owned the original Spanish land grant to the area, was chosen in a contest held by two local schools. When completed Chaboya will house 250 coaches and be home base for 525 operators. In view of the predicted increase in CT ridership beyond earlier forecasts it is unlikely the existing Central Division at W. San Carlos and Sunol will be abandoned with the opening of the new division as orignally planned. After a series of public hearings the Transportation Commission at its March 12 meeting recommended a schedule of fare increases to the CT Board (County Board of Supervisors) who will hold their own hearings on the matter on April 28th.

SANTA CLARA COUNTY TRANSIT Continued

Basic cash fares would be increased from 25¢ to 50¢, seniors and handicapped from 10¢ peak/free off peak to 25¢ at all times, Express from 50¢ to 75¢, youth from 10¢ for ages 5-17 to 25¢ for 6-11 and 35¢ for students. Monthly passes would be increased a lesser amount with basic pass from $10 to $12, seniors/handicapped/youth from $4 to $5, a new student pass at $8.50 and the 22 Ride Pass from $5 to $7. Only real protest so far has come from the senior/handicapped lobby who believe present fares in their category should not be changed. Present fares generate about ten per cent recovery of operating expense. In equipment news the TD Board has approved purchase of 82 used GMC 53 passenger New Looks, available from TRANSPORT OF NEW JERSEY and other sources, which would be delivered in 1981 in fully rebuilt condition, ready for service, at a cost of about $60,00 per unit. This will allow CT to retire the remaining 62 Twin Coach TC-31s and allow for some back up coaches for the expected ridership crunch due to increased fuel prices. It is planned to number these buses in the 4800 series. TDH4519s #6523, 6525 and 6526 have been repainted in a "black window" scheme emulating CT's new RTS-IIs with straight blue over orange belt striping (solid blue band on dash) replacing the narrower blue over orange "dip stripe" all around belt. The three leased AC TRANSIT TDH 4801s (#2103,2111,2112) training coaches were returned in February.

CITY OF SOUTH LAKE TAHOE (CSLT)

SOUTH LAKE TAHOE: Three new 35 foot RTS LLs (#3035-3037) were placed in regular service on the STATELINE-D ST.-MAIN LINE in Fall 1979. They are painted white with solid light blue waist band, a scheme which has been duplicated on at least two of the five active Mercedes Benz 0309Ds, the GMC TDH 4517s and the ex SAMTRANS TDH 3501. Remaining ex AC TRANSIT TDH 4507s have been disposed of as have the short (23 psgr) ex SAMTRANS Fleetwood FL-TB-3S #3030-3032. At least two conventional Ford school bus types (#3039-3040) fitted with curbside ski racks have been acquired for the Heavenly Valley ski bus service. They are painted light blue with white trim and lettered "Heavenly Ski Shuttle". Present fleet consists of the three RTS LLs, 0309Ds #3012-3017 (3015 is inactive and cannibalized), TDH 4517s #3033-3034, TDH 3501 #3027 and 27 passenger ex SAM TRANS Fleetwoods FL-TB-1s #3028-3029.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The planned May 1st general passenger fare increase (WT 4/80) was delayed for two months after RTD Directors voted to accept a $4.6 million emergency subsidy from the Los Angeles County Transportation Commission. The RTD Board also called for a new public hearing June 7 to take testimony on alternative fare proposals and to review the proposed fare increase. Both RTD and LACTC officials have made it clear that some future fare increase is likely as the district faces $100 million in operating deficits over the next two years.

Public hearings were recently held to hear public comments regarding plans to acquire about 20 acres of land for use as an operating division to replace the present leased Division 18 facility at 190th Street and the Harbor Freeway. All sites are in the Torrance-Carson-Compton area, northeast corner of Prairie and Del Amo in Torrance, Knox Street and Vermont in Los Angeles, two different sites on Wilmington Avenue south of Victoria Street in Carson and on Acacia Avenue at the Artesia Freeway in Compton.

The Flxible Model 870 buses have started arriving and are numbered 7500-7729 and will be Model 40102-8-1/91557-91786. Grumman Flxible has modified their model number system (RTDs is the first order so affected) so that the length of the bus rather than the intended seating capacity will be the first two digits. The "new" 40102 would have been 53102 under the old system.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: A major system renumbering program, including a number of reroutings and complete reorganization of local service in Capitola/Soqueland and Watsonville took place on March 13th. Routes connecting Santa Cruz with and providing local service within the northern county suburbs were placed in the 30 series, those to the western rural areas in the 40s, locals in the eastern communities in the 50s and 60s, from Santa Cruz to the east county in the 60s and 70s and Watsonville locals in the 70s. Following is a summary of these changes. Unless otherwise noted number and designation, routing and schedule remains unchanged. SCH is weekdays when UCSC is in session and NS is weekends, holidays and UCSC vacation days including June to September. 1-UNIVERSITY now thru routed with 65, 66 and 69 (formerly 21, 22 and 17) SCH and 65 and 66 (instead of 21, 22, 23, 24) NS and last NS University via High alternate routing leaves Pacific & Soquel at 745 vs. 645PM. 1-UNIVERSITY EXPRESS (operates SCH only) now thru routed with 6, 67, 68 which replaced 6A, 6B, 6C. 2A-MISSION, 2B-MISSION and 3-MISSION are redesignated 3B, 3C and 3A respectively. 3A thru routes with 7-BEACH SCH and 67 & 68 NS (Former 3 did not thru route with any line SCH but with 6B & 6C NS). 3B & 3C thru route with new 2A-WESTERN DRIVE whereas former 2A & 2B used one bus alternating. 4-HARVEY WEST had 2 evening trips added at 745 and 845. 5-DE LAVEAGA had trip added at 815P and 4 & 5 no longer thru route with 7 but one bus alternates. 6A-SEABRIGHT VIA SOQUEL AVE, 6B-SEABRIGHT VIA BROADWAY and 6C-SEA RIGHT VIA EAST CLIFF were redesignated 6-SEABRIGHT, 68-LIVE OAK VIA BORADWAY and 67-LIVE OAK VIA EAST CLIFF with 67 rerouted to run on E. Cliff instead of Brommer between 7th and 17th Aves, running westbound on E. Cliff instead of Portola between 41st and 30th and looping ccw from 45th via Capitola, 46th, Clares, 41st (thru Capitola Mall) and Capitola to 45th and 68 rerouted to run east on E. Cliff instead of Portola between 30th and 41st and using same Capitola loop as 67. 7-BEACH thru routing changed SCH only as noted under 3A using 2 buses and alternate trip routing via Center St dropped. 8-SANTA CRUZ-WATSONVILLE VIA SOQUEL AVE and 10-SANTA CURZ-WATSONVILLE VIA WATER ST replaced by 71-SANTA CRUZ-WATSONVILLE VIA SOQUEL DR with trips alternating from/to Pacific & Soquel via Soquel and Water and extended on Watsonville from Freedom (Crestview Center) to CBD (Beach & Main) via Freedom Blvd, Lincoln, East Lake and Main. Bus needs increased from 4 to 5. 9-APTOS-LA SELVA BEACH replaced by 54-CAPITOLA-APTOS-LA SELVA BEACH and extended from former Cabrillo College terminus to Capitola Mall over former route of and replacing 25-CABRILLO "A". 11-CAPITOLA RED is replaced by 56-DEPOT HILL (thru routed with 54 using 2 buses) and 58-PARK AVE (thru routed with 57 using 1 bus). 56 runs from Capitola Mall via 41st, Portola/Cliff/Stockton, then loops Capitola, Monterey, El Salto, Hollister, Escalona, Monterey, Rosedale, Hill, Capitola and returns Stockton/Cliff/Portola and 41st to Mall. 58 runs from Mall via 41st, Capitola, 47th, Cliff, then loops Stockton, Capitola, Monterey, Park, Balboa, Columbus, Elinor, Monterey, Bay, Capitola and returns to Mall via Cliff, 47th, Capitola and 41st. 12-CAPITOLA GREEN replaced by 57-CAPITOLA-SOQUEL VILLAGE and rerouted from Mall via 41st, Capitola, 46th, Clares, Wharf, Walnut looping Porter, Bay, Monterey, Capitola, Soquel, orter, Walnut, Wharf, Clares and 41st to Mall. Watsonville local lines 13-AIRPORT-FREEDOM, 14-EAST LAKE-FREEDOM and 19-PINTO LAKE are replaced by new 72-CORRALITOS, 73-AIRPORT-VIA BUENA VISTA, 75-BREWINGTON, 76-ARTHUR, 77-PAJARO and 79-EAST LAKE described later. 15A & B-SANTA CRUZ-BOULDER CREEK was replaced by 35 in Janaury. 16A-SEABRIGHT-BEACH (SCH only) and 16B-BEACH-SEABRIGHT night routes redesignated 7N-BEACH NIGHT. 17-41ST AVE EXPRESS was replaced by 69 in January. 18A & B-SOQUEL-OLD SAN JOSE RD/SOQUEL-CHERRYVALE redesignated 60A & B and cw loop in Capitola eliminated by continuing straight on 41st to the Mall. 20-SCOTTS VALLEY replaced by improving headways on 30-SCOTTS VALLEY from 60 to 30, adding evening service and replacing former alternate trips extension of 20 from Scotts Valley Dr & Granite Creek Rd. to Purlwood by new routing of 31 southbound and 32 northbound. 21-LIVE OAK RED redesignated 65 LIVE OAK VIA 30TH and rerouted onto Portola instead of E. Cliff between 38th and 30th. 22-LIVE OAK GREEN redesignated 66-LIVE OAK VIA 17TH. 23-WESTERN DR. A redesignated 2A-WESTERN DR. also replacing 24-WESTERN DR. B by providing 30 minute headways on 2A in lieu of former 23 and 24 alternating hourly - t ru routes with 3B & 3C.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT Continued

25-CABRILLO B replaced by 54 as noted earlier, 26-CABRILLO B was replaced by part of 70 on 1/31/80 and 27-CABRILLO NIGHT replaced by both 54 and 70. 28-DOMINICAN HOSPITAL was renumbered 61. 30-DAVENPORT is now 40 and all trips are now extended from Davenport Landing to Waddell Creek, trips increased from 6 to 7. 31-BONNY DOON is now 41 and trips upped from 6 to 7. 32A-COUNTY HOSPITAL and 32B-COUNTY HOSPITAL replaced by 31-BRANCIFORTE/EL RANCHO and 32-GLEN CANYON/BRANCIFORTE to Scotts Valley and new 8-COUNTY HOSPITAL to hospital. 31 runs from Pacific & Soquel (Pacific Garden Mall) via Soquel, Front, River, Water, Market onto Branciforte, a large loop via Branciforte, Granite Creek, Burlwood, El Camino, Navarra, Granite Creek, Santa Village Rd, Bean Creek, Kings Village Rd, Mt. Hermon Rd, El Rancho nd Grant to Market, then return to PGM via Market, Water, Front & Soquel. 32 runs via same route as 31 to Branciforte and Glen Canyon, then a large loop via Glen Canyon & Mt. Hermon to Kings Village Rd and reverse of 31 loop to Branciforte & Glen Canyon and return same route to PGM. 1 bus alternates 60 minutely on 31/32. 8-COUNTY HOSPITAL duplicates the original SANTA CRUZ TRANSIT D line which has been merged into several different combinations over the past 10 years, the most recent being 4-HARVEY WEST-COUNTY HOSPITAL which operated until 6/15/79. Route is from PGM via Soquel, Front, River, Water, Ocean, Grant and Emeline to Hospital (returns Water & Front instead of River). Hourly 730A-630P using 2 buses thru routed alternately with 40 and 41. San Lorenzo Valley locals 33A & B-LOMPICO/ZAYANTE-MT. HERMON, 34-SOUTH FELTON, 36-HIGHWAY 9 NORTH and 37-BIG BASIN WAY-BEAR CREEK ESTATES remain unchanged but are now designated as handicapped accessible. Details of the new Watsonville locals are: 72-CORRALITOS runs from Crestview Center (Freedom & Crestview) via Freedom, Clifford, Pennsylvania, Green Valley, Kralj, Herman, Holm, Anna, Holly, Rosa, Airport Bl, Green Valley, Arroyo, Mark, Hathaway, Green Valley, Pioneers Rd, Amesti & Browns Valley Rd to Corralitos Rd. Returns Browns Valley, Amesti, Green Valley, Freedom, Blanca, Vic Rugh, Gardner & Freedom to Crestview. 1 bus operates hourly 645AM-1045PM. 73-AIRPORT VIA BUENA VISTA runs from Crestview via Freedom, Green Valley, Airport, Ross, Holly, Anna, Holm, Larkin, Valley, Manfre, Buena Vista, Bowker, Calabasas, Buena Vista and Freedom to Crestview - Hourly 615AM-1015PM. 75-BREWINGTON runs from Crestview via Freedom, Lincoln, Stanford, Brewington, East Lake and Main to Beach. Returns E. Beach, Blackburn, East Lake, Brewington and reverse route to Crestview running hourly 630A-1030P. 76-ARTHUR runs from Crestview via Freedom, Arthur, Napa, Santa Clara, Marin, Arthur, Main, Rodriguez to W. Beach looping W. Beach/E. Beach, Lincoln and East Lake/West Lake to Rodriguez - hourly 600A-1100P. 77-PAJARO runs on a large loop from Main & Beach via E. Beach, Hushbeck, East Lake, Tuttle, Bridge, Bronte, Hushbeck, Bridge, Main, San Juan, Brooklyn, Bishop, Florence, Jonathan, Salinas, San Juan, Main, Riverside, Industrial and W. Beach to Main - 60 minutely 615A-1115P. 79-EAST LAKE runs from Crestview via Freedom, Martinelli, Washington, Tuttle, East Lake, College, Lakeview, looping Crestwood, Cambridge and Kingston to Lakeview and return Lakeview, College and Eastlake to Tuttle, thence Tuttle, Bridge, Bronte, Hushbeck, Bridge, Riverside & Main to Beach running hourly 645A-1045P. 73, 75 southbound and 76 northbound are interlined using 1 handicapped accessible coach and 75 northbound, 76 southbound, 77 & 79 are interlined using 2 buses operating in a 77-79-76-75-79 rotation. All SCMTD coaches have been fitted with new headsigns featuring route numbers for the first time with white helvitica lettering on a black field. Recently acquired ex CT Twin Coaches #881-886 and Flxible 870s #858-880 had previosuly operated with empty sign boxes and Chevy/Wayne Transettes #852-857 (delivered in early summer) had blank roller curtains. All three types had used windshield cards prior to installation of the new headsign curtains.

PENINSULA CHARTER SERVICE (PCS)

PALO ALTO: The former Transit Casualty Company's safety bus, TDH 3612/752 (and at one time ROCK ISLAND-MOLINE CITY LINES 3225) has been sold to PCS, seats have been installed and the bus is now in service. It has seen very little actual revenue service and is supposed to be very sound for a bus that age.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: On April 13 a new branch of 1-MAGNOLIA, 1A, started operating every 30 minutes (for a combined 15 minute headway) weekdays 630A-630P between Tyler Mall and 14th & Market, then via 14th, Lemon, University, Market, 3rd to Main returning 3rd, Orange, 5th, Market, University, Orange, 14th, Market and regular route. 1 was also changed to operate between 7th/Market and 3rd/Chicago via 7th, Orange or Lemon, University, Park, 7th, Eucalyptus and 3rd. 14-CASA BLANCA was altered north of 7th & Market to operate via Market, 3rd, Lime, 1st, Main, Columbia, Orange, Center and Stephens to La Cadena. Southbound buses run via La Cadena, Columbia, Orange, 1st, Lime, 3rd and Market to 7th. 16-SUNNYMEAD, 22-PERRIS-RIVERSIDE and 25-HIGHGROVE were all rerouted to serve the various Riverside County governmental offices in the vicinity of 10th and Orange. Beginning April 29 public transit came to the Idyllwild area as Line 32-IDYLLWILD-HEMET began operation. The service only operates Tuesday, Thursday and Saturday and consists of two trips in each direction - departing Idyllwild 900AM and 215PM and departing the Ramona Plaza in Hemet at 100PM and 655PM with one hour running time. The line begins at the Ramona Plaza in Hemet at San Jacinto and Florida and travels via Florida, Idylwild National Forest Highway, Idyllwild Rd (Cal 243), Circle Drive South, Circle Drive North and Banning-Idyllwild Panoramic Highway to Pine Cove Road. Idyllwild is in the mountains and the public timetable notes that service could be temporarily cancelled without prior notice due to inclimate weather or dangerous road conditions.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC Directors have forwarded to the San Diego City Council for review a proposed $40 million budget for next year whose revenues would be generated from state and federal sources and passenger fares and for the first time since 1966 no city money would be included. As a part of the package it is proposed that the present 50¢ basic fare be increased to 60¢ with all reduced fares being increased ten cents except in rush hours when all riders would pay 60 cents. As expected seniors and students protested the proposed increases. Amalgamated Transit Union officials have finally signed an SDTC application for federal funds to purchase 38 50 passenger buses although the buses are not expected before two years. The grant was submitted almost two years ago and by signing the union acknowledges that the grant will not change wages or working conditions of its members but SDTC officials indicated that ATU officials were holding out for job protection guarantees in case SDTC is taken over by the MTDB or another agency. The ATU agreed to sign in return for a letter from SDTC promising to give the union 180 days notice, if possible, of a takeover.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: California State Superior Court Judge Anthony Joseph has ruled in favor of NCTD in a lawsuit concerning whether the method used to merge the NCTD Employees Association into the United Transportation Union Local 81 last fall was valid. The judge ruled that a state run election be held to allow all district employees the opportunity to select their bargaining agent. The court also ordered that the Employees Association represent the employees until the election could be held and that UTU dues already deducted from workers' paychecks be held by the court. There is a division of support among the Employees Association Board members for the Association and UTU. The NCTD Board also maintained that the 110 to 15 vote for UTU possibly did not represent the bulk of the more than 260 employees eligible to vote and questioned the method of informing employees of the meeting and the election. The merger was recognized by the California Department of Industrial Relations which oversees the State Mediation and Concilation Service.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY: Beginning February 1st UTA adopted a new fare structure. Standard fare is now 30¢, Senior/Handicapped 15¢, Subscription/Commuter/Express 50¢ with transfers and children under five free. A fare zone system consisting of five zones with riders getting two zones for their fare and charged that same fare for each of the additional zones traveled through (A 30¢ rider would pay 90¢ for a four zone ride) was also implemented. Zone 1 includes that portion of Salt Lake County south of 72nd South, Zone 2 includes the rest of Salt Lake County to the Davis County line, Zone 3 is south Davis County including Bountiful, Centerville and Farmington, Zone 4 is north Davis County including Kaysville, Layton, Clearfield and Sunset and Zone 5 is all of Weber County UTA serves, Roy and Ogden. UTA recently took delivery of at least thirteen air conditioned TDH 4517s formerly in Washington, D. C. These buses, along with several other members of the fleet are being repainted in the new UTA paint scheme which is a white roof and white upper sides to the belt rail, a red over white over dark blue stripe with the letters "UTA" at the front of the stripe and gray below the rub rail. The buses have a basic white front and numbers painted on the roof. Current scheme is white roof and sides to the belt with a red/white/light blue stripe which sweeps over the roof and light blue below the rub rail with the front white except for light blue below the headlight area across the front of the bus. On the sign of each bus is a square sign - THE BUS - Utah Transit Authority.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: TRI MET has awarded a contract to Crown Coach Corporation of Los Angeles for the purchase of 57 sixty foot articulated buses to be delivered in about one year. Crown Coach has been the American sales outlet for the Ikarus articulated bus but information concerning the purchase have not specified the bus will be an Ikarus or some other make. The buses will have three doors and will be TRI MET's first units with public address systems, wheelchair lifts and electronic destination signs.

ALASKA-YUKON MOTORCOACHES (AYM)

ANCHORAGE: AYM will operate scheduled bus service between Skagway and Fairbanks beginning June 3rd and this will be the first scheduled bus service over the new Klondike Highway from Skagway. In the past the only bus travel was provided as part of a package tour. From Skagway the route crosses the Alaska Coastal Range to Whitehorse in the Yukon Territory and then follows the Alaska Highway through the Yukon and interior Alaska to Fairbanks. The trip will take three days with stopovers at Whitehorse and Tok. Highway stops will be made for photography and meals and the fare will be 95 plus lodging.

COLORADO SPRINGS TRANSIT SYSTEM (CSTS)

COLORADO SPRINGS: Effective May 5th Route 1-MANITOU-NORTH ACADEMY buses operate half hourly all day on weekdays. #1 has one trip to the Air Force Academy leaving downtown at 610AM (Manitou at 546) and one trip from the Academy at 715AM. PM trips are 345 from downtown (309 from Manitou) returning from the Academy at 445PM. 3-CASCADE now operates half hourly all day. 2-FORT CARSON-PETERSON AFB buses run every 30 minutes between Fort Carson and the Citadel Monday thru Friday. 7-HILLSIDE-CONSTITUTION runs half hourly from Southborough (southeast part of the city) and downtown all day on weekdays. Fare increases are slated to begin June 1 (WT 4/80). Adult fare will rise from 35 to 50, Student (age 12 through high school) from 25 to 40, child (6-11) and senior citizen and handicapped from 15 to 25.

MOVING? SEND US YOUR ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED - DONT MISS WT

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Pierce County PTBA (Tacoma)	111-133	Flxible	35096-8-1/01325-91357	
Santa Monica MBL	4716-4747	Flxible	53102-8-1/01363-01304	
City and County of Honolulu	301-374	Flxible	53102-8-1/91461-91534	
Southern California RTD	7500-7729	Flxible	40102-8-1/91557-91786	
Dallas Transit System	801-870	Flxible	40102-8-1/91787-01856	
City of South Lake Tahoe	3035-3037	GMC	T7H603/A196-198	
Greyhound Lines-West	8254-8359	TMC	MC9/-	
USED				
SAMTRANS	11412	GMC	TDH5301/750	Cincinnati 412 (leased)
Royal Coach	501	GMC	PD4107/423	GL-E 5033
DISPOSITIONS				
Orange County Transit	0723	Transcoach	2221S/7034	destroyed by fire off roster

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GENERAL MANAGERS REPORT - AS THE GM SEES - BY BILL VALLOW

If you can possibly get to Pasadena the second Sunday each month we would love to have you. We see interesting movies such as the French Railroads' 1955 film showing a speed record set by two electric locomotives. Members bring slides, movies and exchange ideas. It is an evening well spent. Hope to see you there. The address ?? 272 Alpine Street (rear) in Pasadena easily reached by RTD Lines 423 and 770.

Members interested in models should check the classified ads in The Times. I inadvertantly found an ad for an antique toy show in Long Beach - I went and found an incredible number of antique toy buses including some really huge ones such as a model of a Yellow Coach 743. There were also a number of model trains including quite old Lionels.

If you are interested in transit operations in other parts of the country it is worth your while to invest in Bus Ride's Bus Industry Directory. I have written to systems and received some tremendously interesting material in return. Most companies will respond to a courteous letter. Inquire at Friendship Publications, P. O. Box 1472, Spokane, Washington, 99210.

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MEETINGS: May 11, June 8, July 13, August 10, 730PM